

CHINA



MAIL.

Established February, 1840;

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5033. 號五廿月八年九十七百八千一英

HONGKONG, MONDAY, AUGUST 25, 1879.

日八初月七年卯己

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & CO., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BAKER, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRACON & CO., 150 & 152, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BLAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & CO., Square, Singapore. C. HENNINGSEN & CO., Malacca.

CHINA:—MACAO, MESSRS A. A. DE MELLO & CO., SINGAPORE, CAMPBELL & CO., AMOY, WILSON, NICHOLLS & CO., POONCHOW, HENDERSON & CO., SHANGHAI, LANE, CRAWFORD & CO., and KELLY & WALKER, YOKOHAMA, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KEATICK.
M. R. BELLING, Esq., WILHELM REINERS, Esq.
H. L. DALRYMPLE, Esq., F. D. SARBOON, Esq.
H. HOFFMUS, Esq., W. S. YOUNG, Esq.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq., Manager.
Shanghai, EWEN CAMERON, Esq., Manager.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1879.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at POONCHOW will be CLOSED and WITHDRAWN from 1st July next. CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of the Depositor.

GEO. O. SCOTT, p. Manager.

Oriental Bank Corporation,
Hongkong, May 28, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £800,000.

HEAD OFFICE—14, RUE BERGEE, PARIS.

AGENCIES AND BRANCHES at:
LONDON, BOURBON, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, POONCHOW.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMONT, Manager, Shanghai.

Hongkong, May 20, 1879.

Banks.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on Fixed Deposits:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. H. NELSON, Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Notices of Firms.

NOTICE.

DURING my temporary absence from the Colony Mr ERNEST VAUGHAN WETTON will CONDUCT my BUSINESS, for which purpose he holds authority to Sign my name.

R. G. ALFORD, Surveyor, &c.

16, Queen's Road Central, 1st August, 1879. se18

NOTICE.

PACIFIC MAIL STEAMSHIP CO.

THE Authority to Sign Bills of Lading by this COMPANY'S STEAMERS, granted to Mr. J. J. HOWARD, is hereby revoked, and Mr. C. L. GORHAM is authorized to Sign until further notice.

RUSSELL & Co., Agents.

Hongkong, July 10, 1879.

NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER

AND COMMISSION AGENT.

ALL GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMMERT.

Hongkong, July 1, 1879.

For Sale.

F. KLAMPERMEYER,

186, QUEEN'S ROAD,

BEGS to inform the Public that he has commenced BUSINESS, as a CAFÉ and RESTAURANT Keeper, and will endeavour to the best of his ability to give satisfaction to those who kindly give him their Patronage.

GERMAN SAUSAGES of all Kinds can be made to Order at the shortest notice, and of the Best Quality.

ICE CREAM at all Times in readiness, and can be supplied to Parties, &c.

F. KLAMPERMEYER, Proprietor.

Hongkong, August 4, 1879. se4

FOR SALE.

EX American Bark "ANTIOCH" (JUST ARRIVED), 1, 2, 3 and 4 inch OREGON FINE LUMBER, S P A R S, 7 to 18 inches (in Slices) 40 to 80 ft. long, 19 to 24 " (at Partners) 80 to 96 ft. "

L. MALLORY, Hongkong Timber Yard, (Wanchai).

Hongkong, August 8, 1879. se8

FOR SALE.

VEUVE CLUQUOT PONSARDIN, Dry CHAMPAGNE (England) in Cases of 1 doz. Quarts. of 1 doz. Pints. Apply to

SANDER & Co., Agents.

Hongkong, August 13, 1879. se13

For Sale.

NEW GOODS

EX RECENT ARRIVALS.

THE New Shapes in HATS. ACME FILES, and AMBER'S INDEXICON FILES, the latest improvements for Office use.

EXTRA FINEST ISIGNY BUTTER, New Season's Packing, L. C. & Co.'s OWN BRAND.

LAWN TENNIS. REP NOTE PAPER and ENVELOPES. ARTISTS' COLOURS and COLOUR BOXES.

LETTER SCALES. WALKING STICKS, well selected. NURSERY KETTLES and STANDS, New—Portable.

MACRINE'S EXCHANGE TABLES. SPARKLING SAUMUR, a really Good Dry Champagne at a Moderate Price, Quarts \$10 and \$11. Pints \$11.50 and \$12.50 per case.

RUIBART PERR & FILS' CHAMPAGNE, \$10 per case. SPARKLING BURGUNDY, RECOMMENDED BY THE MEDICAL PROFESSION FOR INVALIDS.

FINEST FRENCH PLUMS. DRY MANZANILLA SHERRIES. RED HEART RUM. Specially Selected SCOTCH WHISKY. ANGOSTURA BITTERS.

THE MULTIPLEX COPIER, a new and most valuable Invention. GUMSHAW MIXTURE TEA (a five catty Box delivered at any address in the United Kingdom for \$5).

MORLEY'S HOSIERY.

PARISIAN SHIRTS.

CALDECOTT'S CHILDREN'S PICTURE BOOKS.

NEW NOVELS.

WORKS OF REFERENCE.

GOLDEN CLOUD TOBACCO. &c., &c., &c.

LANE, CRAWFORD & Co.

Hongkong, August 6, 1879. se6

For Sale.

FOR SALE.

THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the GOLD MEDAL AT THE PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX: Quarts, \$17 per Case of 1 doz. Pints, \$18 " of 2 doz.

MEYER & Co., Agents. Hongkong, August 21, 1879. 21fe80

FOR SALE.

THE Undersigned offers for SALE at moderate Prices, an Invoice of PRESERVED MEATS from the SYDNEY PRESERVED MEAT COMPANY.

Comprising: Baked Beef and Mutton, Corned Beef and Soup and Bouilli in 6-lb. Tins, Ox-tongues, Spiced, Corned and Seasoned Beef, Roast and Corned Mutton, Sheep-tongues, Real Turtle Soup, Assorted Soups, Sheep's-head, Compressed Meats, Brawn and Ox-tongues, etc., in 2-lb. Tins.

Also, A Small Invoice of Superior Red and White AUSTRALIAN GROWN WINE, viz: MURRAY VALLEY and WYNDHAM WINES, comprising: Tokay, Verdelho, Muscat, Claret, Madelra, Sheraz, Redating Burgundy, Hermitage, Pineau in Quarts and Pints.

Also, (From Bordeaux), CHATEAU DE FRAUDS, a Superior Breakfast Claret at \$5 per Case. A few Cases of LAFFITE.

G. R. LAMMERT. Hongkong, July 17, 1879.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co. Hongkong, May 26, 1879.

Intimations.

NOTICE OF REMOVAL.

THE Undersigned begs to inform his Customers and the Public that he has REMOVED to No. 95, QUEEN'S ROAD CENTRAL. Same Address as before the fire.

TUNG CHEONG, Tailor. Hongkong, August 20, 1879. se20

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-Year ending 30th June last, at the Rate of (£1) ONE POUND STERLING per Share of \$125, is PAYABLE on and after MONDAY, the 18th Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, August 16, 1879.

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

Intimations.

NOTICE.

LESSSES of LOTS on the British Settlement of SHAMEN, Canton, are hereby requested to pay the Amounts due on their Several Lots as ANNUAL Ground Rent into H. M. Consulate on or before the 4th September, 1879.

All Lots on which Ground Rent has not been paid on the 4th September next will be liable to be re-entrusted upon by H. M.'s Government.

H. F. HANCOCK, H. M. Consul. H. M. Consulate, Canton, August 14, 1879. se5

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central. Hongkong, August 20, 1879. se20

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be Held in the OFFICES of the Company, CLUB CHAMBERS, on WEDNESDAY, 3rd September, 1879, at 3 p.m., for the purpose of Receiving the Report of the Directors, together with a Statement of Accounts to 30th June, 1879.

The Transfer BOOKS of the Company will be CLOSED from August 20th to September 3rd, both days included.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, August 16, 1879. se3

DODD & CO.'S ESTATE.

A FINAL DIVIDEND of \$1.00 per cent. will be PAID at Amoy on the 25th instant at the Office of the Chartered Bank of India, Australia and China. Debts not proved before the 20th instant will be excluded from the dividend.

F. CHOMLEY, Trustee.

EDMOND PYE, H. ABENDROTH, Inspectors. Amoy, 12th August, 1879. au26

Shipping.

Steamers.

FOR MANILA (DIRECT.) The Spanish Steamer "CHURRUCA," Captain ABARCA, will be despatched for the above Port on WEDNESDAY, the 27th instant, at 3 p.m.

For Freight or Passage, apply to REMEDIOS & Co. Hongkong, August 23, 1879. au27

Shipping.

Steamers.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE, Taking Cargo and Passengers at through rates for all Australasian and New Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI. The Chartered Steamer "OLAF,"

ANDERSEN, Commander, will be despatched as above on SATURDAY, the 30th instant, at Noon, instead of as previously notified.

GEO. R. STEVENS & Co. Hongkong, August 19, 1879. au30

FOR COOKTOWN, BRISBANE, SYDNEY AND MELBOURNE.

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE," Captain J. A. REDDELL, will be despatched as above on or about the 30th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, August 20, 1879. ti

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN," Captain MILLER, will be despatched as above on or about the 7th September.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, August 21, 1879.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

The Steamship "OCEANIC," Captain J. METCALFE, will be despatched hence for LONDON via SUEZ CANAL on or about October 20th, 1879.

FIRST-CLASS FARE to LONDON, \$300.

For Freight or Passage, apply to the AGENT of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD, Acting Agent. Hongkong, August 22, 1879.

Sailing Vessels.

FOR NEW YORK.

The 41 American Bark "JAS. A. BORLAND," KENT, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, August 21, 1879.

FOR NEW YORK.

The 41 American Bark "ADELAIDE NORRIS," W. A. WOODWARD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, August 20, 1879.

FOR SAN FRANCISCO.

The 41 American Bark "ANTIOCH," A. WEEKS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, August 20, 1879.

FOR NEW YORK.

The 41 American Bark "F. P. LITCHFIELD," Captain SPALDING, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, August 8, 1879.

FOR LONDON.

The 3/3 L.L.I. Russian Bark "KALAJA," J. ROSS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, July 26, 1879.

Shipping.

Sailing Vessels.

FOR HAMBURG. The 41 British Bark "EDWARD BARROW," RICH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, July 21, 1879.

FOR SYDNEY AND MELBOURNE. The 41 British Bark "ORANGE GROVE," Capt. LONGMUIR, shortly due, will load here for the above Ports, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, July 15, 1879.

FOR SAN FRANCISCO. The 41 American Ship "VIGILANT," Captain ROSS, will load here for the above Port, and will have quick despatch.

NOTICES TO CONSIGNEES.

FROM YOKOHAMA, HIOGO AND NAGASAKI.

THE S. S. *Thales* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, August 20, 1879. au27

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. SINDH.

NOTICE.

CONSIGNEES of Cargo per S. S. *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before TO-DAY, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 28th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 21, 1879. au28

FROM LONDON & PORTS OF CALL.

THE British Steamer *Guy Mannering* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 31st instant will be subject to rent.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 11 a.m. TO-MORROW, the 28th instant.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 22, 1879. au31

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Yangtsé.

AME (in diamond) No. 16/17, Or, 2 cases
T J. Flannel, from L'don.

Ex Anadyr.

Mr Charles Bonnet, 1 case Shirts, &c., from Marseilles.

Ex Peiho.

Mr Anderson, 1 Trunk, from London.
Messrs Wyand & Co., 1 case Samples, from London.

S. parcel Samples, from
M (in diamond) Shanghai.

G. DE CHAMPEAUX, Agent.

Hongkong, August 13, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

AGNES MUIR, British ship, Capt. James Lowe.—Meyer & Co.

HAZEL HOLME, British barque, Capt. J. Wm. Millican.—Vogel & Co.

To-day's Advertisements.

FOR SHANGHAI, YOKOHAMA AND HIOGO.

The British Steamer

"GUY MANNERING."

Capt. C. MANN, will be de-

parted as above TO-MOR-

ROW, the 26th instant, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 25, 1879. au28

FOR AMOY.

The Steamship

"ESMERALDA."

Captain TALBOT, will be de-

parted for the above Port

TO-MORROW, the 26th inst., at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, August 25, 1879. au26

FOR SWATOW, AMOY & FOOCHEW.

The Steamship

"NAMO." Capt. Westoby, will be de-

parted for the above Ports

on THURSDAY, the 28th inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAFFRAIK & Co.

Hongkong, August 25, 1879. au28

NOTICE.

MR. Y. KANRKO has this Day taken Management of this Office and is authorized to sign henceforth per MITSUI BUSSAN KAISHA in this Colony.

MITSUI BUSSAN KAISHA.
Hongkong, August 25, 1879. au28

To-day's Advertisements.

4th DRAWING.

Chinese Imperial Government Loan 1877.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following numbers of Bonds to be paid off at par, on the 31st of August next (1879), when the Interest thereon will cease to be payable, were this day Drawn at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, 31 Lombard Street, E.C., in the presence of Mr. GEORGE HENRY BURNETT, Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1146 Bonds Nos. —

2	1617	3221	4840	6447	8062	9663	11278	12884	14497
19	1634	3245	4866	6462	8072	9681	11286	12896	14516
35	1650	3268	4889	6472	8091	9697	11306	12910	14523
53	1655	3266	4886	6495	8099	9710	11316	12928	14539
60	1679	3280	4893	6505	8118	9717	11340	12939	14551
73	1692	3297	4902	6511	8123	9741	11352	12951	14561
89	1697	3310	4916	6533	8135	9758	11357	12965	14587
110	1711	3324	4929	6548	8150	9768	11379	12984	14597
114	1726	3338	4963	6562	8163	9784	11384	12998	14610
137	1750	3350	4970	6580	8186	9797	11397	13008	14622
146	1764	3368	4984	6594	8199	9812	11421	13027	14635
168	1765	3375	4987	6595	8208	9815	11434	13037	14649
175	1780	3398	4999	6621	8231	9836	11450	13061	14671
187	1806	3405	5026	6634	8233	9854	11459	13064	14681
205	1818	3422	5037	6641	8249	9862	11480	13082	14700
223	1834	3440	5043	6654	8271	9873	11492	13096	14714
236	1848	3451	5064	6665	8277	9892	11499	13118	14725
250	1852	3461	5079	6692	8299	9902	11512	13130	14741
257	1870	3485	5088	6695	8305	9921	11531	13144	14752
280	1880	3497	5097	6716	8329	9928	11547	13168	14765
281	1895	3506	5122	6721	8332	9952	11551	13163	14777
305	1913	3517	5127	6747	8358	9957	11572	13180	14788
315	1926	3539	5148	6753	8365	9975	11579	13199	14808
328	1941	3546	5155	6767	8383	9991	11598	13204	14822
346	1954	3566	5173	6779	8397	10000	11608	13219	14838
358	1966	3574	5188	6795	8414	10019	11628	13240	14850
371	1980	3588	5196	6806	8422	10033	11644	13246	14856
388	1997	3602	5211	6829	8434	10046	11650	13262	14874
402	2007	3614	5231	6845	8454	10058	11663	13274	14888
410	2025	3636	5247	6852	8469	10069	11687	13299	14908
429	2032	3650	5253	6862	8482	10088	11693	13303	14924
440	2054	3662	5269	6883	8491	10098	11707	13315	14926
452	2069	3679	5291	6894	8501	10115	11719	13330	14951
464	2083	3696	5298	6908	8514	10128	11744	13346	14954
487	2099	3699	5310	6921	8538	10138	11750	13367	14980
492	2113	3723	5326	6933	8546	10158	11772	13371	14988
512	2115	3728	5344	6953	8556	10170	11787	13397	14995
525	2138	3751	5349	6966	8575	10180	11798	13401	15020
539	2148	3754	5376	6979	8585	10202	11810	13413	15035
547	2160	3775	5377	6988	8600	10214	11827	13429	15050
569	2177	3785	5400	7007	8624	10225	11832	13444	15053
575	2187	3805	5407	7018	8638	10246	11854	13457	15074
598	2208	3812	5427	7030	8645	10258	11866	13475	15079
611	2213	3838	5441	7055	8658	10265	11874	13485	15096
628	2232	3848	5447	7065	8674	10284	11897	13507	15112
637	2248	3862	5473	7079	8694	10301	11910	13518	15134
649	2258	3868	5485	7085	8704	10316	11920	13526	15144
669	2277	3888	5494	7099	8714	10329	11934	13550	15152
684	2295	3893	5505	7114	8731	10344	11951	13563	15171
689	2306	3910	5530	7133	8740	10350	11963	13571	15189
712	2315	3922	5531	7144	8759	10370	11977	13591	15202
720	2334	3937	5557	7155	8770	10375	11992	13604	15212
729	2342	3953	5563	7169	8786	10389	12001	13619	15222
744	2363	3967	5585	7192	8801	10410	12018	13624	15245
762	2375	3983	5599	7210	8817	10430	12037	13647	15257
772	2383	3994	5603	7223	8827	10433	12047	13656	15273
785	2405	4013	5617	7230	8848	10458	12066	13678	15285
800	2421	4022	5642	7252	8859	10459	12072	13682	15301
817	2424	4036	5644	7254	8863	10477	12085	13701	15304
836	2450	4050	5662	7273	8880	10489	12104	13714	15317
844	2454	4062	5683	7281	8900	10506	12114	13733	15335
857	2467	4081	5698	7295	8914	10515	12126	13739	15352
873	2488	4099	5700	7310	8929	10535	12139	13753	15367
883	2495	4110	5719	7330	8938	10553	12162	13765	15383
899	2507	4118	5728	7338	8949	10559	12180	13783	15390
922	2533	4138	5745	7356	8963	10582	12192	13791	15404
937	2535	4153	5756	7367	8980	10598	12204	13815	15416
946	2552	4162	5775	7382	8998	10610	12214	13830	15435
956	2569	4176	5786	7397	9010	10614	12228	13846	15453
967	2590	4191	5798	7411	9028	10638	12248	13859	15462
988	2594	4201	5816	7428	9035	10649	12260	13863	15480
995	2609	4217	5827	7441	9051	10666	12273	13876	15490
1009	2623	4230	5844	7451	9061	10675	12282	13901	15507
1027	2635	4256	5856	7464	9080	10686	12303	13914	15519
1047	2651	4263	5868	7488	9088	10703	12314	13924	15530
1057	2663	4281	5887	7491	9111	10711	12329	13936	15552
1071	2688	4289	5898	7512	9127	10730	12347	13947	15563
1083	2698	4301	5914	7519	9132	10739	12351	13960	15574
1104	2711	4315	5929	7540	9145	10754	12372	13982	15588
1120	2726	4328	5940	7552	9159	10773	12384	13990	15598
1128	2739	4354	5953	7566	9177	10792	12399	14004	15617
1147	2765	4368	5966	7586	9186	10799	12407	14023	15634
1157	2767	4372	5981	7600	9204	10813	12428	14035	15642
1169	2775	4395	6005	7608	9218	10825	12439	14048	15666
1182	2793	4410	6016	7627	9231	10843	12455	14066	15676
1199	2808	4420	6029	7635	9242	10862	12471	14076	15685
1215	2818	4435	6045	7648	9255	10874	12487	14097	15702
1220	2837	4439	6057	7662	9271	10884	12502	14111	15717
1238	2854	4461	6076	7675	9284	10896	12508	14121	15736
1256	2861	4473	6088	7694	9309	10915	12530	14129	15749
1271	2877	4492	6091	7714	9319	10931	12544	14153	15755
1281	2896	4495	6108	7717	9326	10941	12546	14159	15776
1290	2908	4516	6120	7735	9339	10954	12569	14182	15792
1307	2915	4527	6143	7749	9358	10970	12577	14192	15796
1318	2931	4549	6156	7768	9370	10987	12587	14198	15814
1340	2953	4553	6171	7773	9387	11002	12609	14222	15821
1358	2960	4570	6187	7789	9407	11011	12624	14228	15846
1372	2970	4591	6195	7808	9415	11027	12640	14243	15856
1382	2983	4599	6215	7823	9432	11036	12654	14254	15874
1395	3004	4615	6227	7830	9443	11051	12670	14279	15878
1408	3011	4623	6240	7847	9457	11068	12683	14282	15897
1419	3025	4637	6255	7858	9466	11086	12692	14303	15908
1436	3050	4653	6260	7877	9479	11091	12711	14311	15927
1452	3065	4669	6279	7885	9506	11110	12714	14328	15940
1469	3067	4681	6290	7897	9511	11124	12738	14338	15948
1473	3093	4695	6302	7912	9530	11136	12749	14361	15967
1491	3102	4712	6320	7925	9546	11149	12755	14371	15975
1512	3116	4723	6331	7948	9556	11162	12774	14379	16001
1521	3128	4736	6354	7959	9565	11179	12796	14401	16015
1527	3137	4748	6362	7974	9584	11192	12798	14416	16028
1546	3154	4769	6380	7981	9602	11203	12812	14433	16033
1568	3165	4788	6387	8008	9607	11225	12831	14441	
1577	3181	4792	6403	8010	9625	11232	12848	14461	
1591	3206	4803	6416	8032	9641	11246	12854	14475	
1607	3207	4828	6427	8050	9655	11265	12879	14487	

threatening the lives of General Grant, Hon. John A. Bingham, Governor Hennessey, and several members of the Government, if such useless expenditure was not immediately stopped. A copy of the notice has been sent to various foreigners in Tokyo, including, it is said, some foreign officials; also to a considerable number of Japanese officials and notabilities, and the *Japan Gazette* gives the following as the purport of the communication:—

Several foreigners have come to Japan recently to enjoy our hospitality. Read, the German prince, Hennessey, and now Grant. All have been seated at our cost in a profuse and absurdly lavish way. There is no precedent for such doings. Our Mikado knows nothing of it. It is not his doing, nor by his wish. Nor is it done by the nation's wish. It is done by wicked ministers and corrupt officials who, obliged to divert public attention from the ill-performance of their duties, try to curry favour by the show and excitement of our foreign visitors. Yet at this time China, for instance, is hostile to us about our dealing with Loo-Choo. China may even seek to go to war with us to settle the questions of her disputes. This empire, then, is in danger, yet our ministers arrange these wickedly profuse and excessive entertainments hoping to divert attention from their crimes. This can be no longer tolerated.

The document concludes with a declaration that to put an end to this expenditure "the Patriotic Party" have met together and made designs of the nature above indicated. This concluding part of the document is a distinct threat of assassination of individuals designated. The *Gazette* says this is "a remedy which is, to English ideas, infamous and indefensible. However, the document shows a very determined feeling of a dangerous character, and ought not to be lightly regarded. Inquiry shows that, short of the suggestion of threatened assassination, the sentiments of the document have the approval of the respectable officials and gentry of the capital."

Our contemporary has also the following temperate and sensible remarks as to how far the Government will be bound to take action in this matter:—

"How far the Government will heed the threatening circular issued in Tokyo a few days ago, can only be a matter of conjecture. They will most likely pay but little attention to the threats contained in that document, except by taking more than ordinary precautions to protect themselves and their foreign visitors against any possible reprisal by assassins. But it is to be presumed that the Government will not altogether ignore the indignation feelings on the subject of the reception of foreigners which are entertained by an evidently powerful faction of the people. To do so will be hazardous in the extreme, and may not only imperil their own personal safety, but jeopardise the friendly relations existing with other countries. The Italian prince is reported to have left Nagasaki yesterday, (14th) and is expected to arrive in Yokohama on or about the 18th; and it is to be hoped, for the sake of internal peace and quietness, that the Government will exercise that discretion and temperance in his reception of which there has been such an evident lack in the entertaining of foreigners of late. To extend a courteous welcome to a guest does not necessarily mean a frantic rush into all kinds of excesses, and the expending of \$10,000 or \$20,000."

Mr. Hennessey had not been assassinated, we are glad to hear, up to the middle of the month, when E. E. and Mrs. Hennessey left Rio de Janeiro for Shanghai in the steamer *Gay of Loris*.

The three-masted schooner *Jessie McDonald*, John Scott master, arrived here yesterday from New South Wales, coal-laden, gives the following report:—

Left Newcastle (N.S.W.) on Saturday June 21st, with variable S.W. winds and unsettled weather, which continued until the 24th, wind flying round the compass for several days, with thick overcast sky, and every appearance of a heavy Easterly gale; glass 80.30. On the morning of the 24th June, the wind backed into E. and E.N.E., and increased to a heavy gale of wind and a deluge of rain. All sail was taken in, and the ship hove to under three reefed mainsail and storm mizzen and everything secured for the safety of the ship. (Our position was about Lat. 30.30 South, and distant off the land about 80 miles. From 8 a.m. on the above date the weather got worse with fearful squalls and sheets of incessant blinding rain; the wind had increased to hurricane strength, with fearful sea running, which continued throughout the day, increasing as the day advanced. The glass fell from 30.30 in the morning to 29.45 at 7 p.m., when, during a terrific squall, the wind suddenly shifted from E. to N.N.E. and N.W., carrying both spanker and main boom over and carrying all the toppling-lift away. Then in less than half an hour from the shift of wind it was almost a dead calm. The sea was running heavy in all directions, breaking on board the vessel head and stern, and filling the deck with water; the ship was utterly at the mercy of the sea, for there was no wind to steady her; and she lay in this critical position all night, the sea making a clear breach over her. The pumps were attended to during the gale, but the ship made no water during the night; it was impossible to stand on the main deck for the sea. On the morning of the 25th, it was found that the sea had torn the covering of the chain-ropes and that a great quantity of water had got below; as the ship was at this time very dead in the water, having made sail to keep on our course, we found so much water in the hold that we had to bring the ship to the wind being then moderate. All hands were put on to the pumps, after unshackling the cables so as to prevent more water from getting below; then it was found that the water was nearly up to the hold beams and flush with the lower forecastle floor. Part of the crew was at the pump, while a few were bailing water out forward; as the pumps were kept at work we found we were gaining on the water and after continuing at the pump all hands for 36 hours, we succeeded in getting a suck on the pumps and found that the ship was not making water, only what had gone down the pumps from the deck. Fortunately the weather was moderately fine, only a nasty sea running, which kept a constant flood of water about the deck, and caused us to lose a good deal of our bul-

warks and ports. On the 26th June all sail was set and the ship kept on her course—Lat. 30.7 S., Long. 154.6 E. From this date until July 4th, in Lat. 17.19 S., we had moderate winds, and fine weather from the south-westward. From 17 S. to 4 S. had light S.E. and E.S.E. winds, until, passing between New Ireland and the Solomon Islands, had several days' light air and calm. Thence to the Equator, (which was crossed in 141 E., 28 days out) had light easterly wind. From 5 N. to 12 N. we had a succession of light S.E. winds and calms and unsettled weather. Thence to the Ballintang channel, light winds and calms. From August 8th until the night of the 23rd had nothing but a succession of calms with occasional light airs and a strong current setting E., with excessive heat; Thermometer hardly ever below 90 and often at 98 in the shade.

More sudden deaths are reported from Shanghai. Mr. J. Mellish, who was connected with a silk reeling factory at Si-cavel, was suddenly taken ill and died on the 15th. The carpenter of the British steamer *Claverhouse* was suddenly taken ill on the 16th, and both died a few hours afterwards, death being the result of heat apoplexy. A widow lady named McGiffie was on the 16th instant struck down by the heat and was taken to the hospital, where she died. She had been ailing for a little while previously, but thought herself strong enough to take a walk. On the 12th, two native prisoners from the Looza Police Station were sent to the Gutzlaff Hospital in the Ningbo road, suffering from a stiffness in the knee joints. One of them was serving a twelve-month term of imprisonment, and on Sunday afternoon he died suddenly, death being attributed to heat apoplexy. The other man had twelve days to serve of a six-month sentence, and it was intimated to him that if he escaped the police would not trouble about him. Accordingly he took advantage of the native doctor's absence, hailed a jinriksha, and was driven away. There have been a large number of deaths among the Chinese; and this record brings up the deaths among Europeans to about a dozen.

The Evening edition of the Shanghai *Courier* of the 20th inst. has the following:—

It may, we think, be now safely concluded that the period of frightfully hot and dry weather, from which we have suffered without interruption during the last few weeks, has come to an end. This morning, at about five o'clock, several violent gusts of wind, coming from the west, tore through the Settlement, and doubtless caused many residents to rise from their beds in apprehension of a typhoon. A peculiar, pink appearance of the sky in the east was visible at the same time. The gusts of wind were followed by a heavy shower of rain. On the raising the sun shone forth brilliantly, and in the course of the morning the thermometer began to rise to uncomfortable figures, but this afternoon a succession of thunderstorms has sent the temperature down to a delightful degree of coolness.

Mr. Hennessey arrived at the Osaka Mint on the 12th inst. On the following day the Mint was to be worked for his special gratification, though it would not be formally opened till the 16th. There have been great extensions in the copper-minting department, in view of the increased work necessary in converting cash (all except the old *rin* called *dosen*) into copper-pien. After Mr. Hennessey had inspected the Mint he was to return to Kobe and proceed to Hongkong via Shanghai.

While the news by telegraph of the sentence of death passed on Lieut. Carey (now Captain) is fresh in our minds, we note by recent English papers that the Empress Eugénie feels very keenly the charges that are being brought against those who were entrusted with the care of the Prince Imperial, and expresses a strong desire that nobody may incur censure through the inquiry into the circumstances under which he came by his death. The Empress regards the stroke that has befallen her house as having occurred to the Prince in the working out of his destiny and in the discharge of his duty, and finds a solace in the fact that he died in the performance of a useful service to the army which he had joined.

The charge on which Lieut. Carey was brought before Court Martial was that of "having misbehaved before the enemy on June 1, when in command of an escort in attendance on the Prince Imperial, who was making a reconnaissance in Zululand; in having, when the said Prince and escort were attacked by the enemy, galloped away; and in not having attempted to rally the said Prince, or in other ways defend the said Prince." Col. Harrison, replying to questions in court, said that in the matter of escort he was not ordered to treat the Prince as a Royal personage, but as an ordinary officer, using, however, due precaution. Lieut. Carey contended that he was not in charge of the Prince or of the escort. The latest telegrams received at Home, from the Cape, before the departure of the last mail, stated that the decision of the court-martial had not been announced.

The finding of the Court of Inquiry in consequence of which the Court Martial had met for Carey's trial was as follows:—

1. That Lieut. Carey did not understand the position in which he stood to the Prince, and in consequence failed to estimate aright the responsibility which fell to his lot. Quartermaster-General Harrison states in evidence that Lieut. Carey was in charge of the escort; while Lieut. Carey, alluding to the escort, says, "I do not consider that I had any authority over it." After the precise and careful instructions of Lord Chelmsford, stating, as he did, the position the Prince held, and that he was invariably to be accompanied by an escort in charge of an officer, the court considers that such difference of opinion should not have existed between officers of the same department.

2. That Lieut. Carey is much to blame in having proceeded on duty with part of the escort detailed by the quartermaster-general. The court cannot admit the plea of irresponsibility on Lieut. Carey's part, inasmuch as he himself took steps to obtain the escort, and failed; moreover, the fact that the quartermaster-general was present on the 1st inst. Ridge gave Lieut. Carey the opportunity of consulting him on the matter, of which he failed to avail himself.

3. That the selection of the kral where the halt was made, surrounded as it was

by cover for the enemy, and the adjacent difficult ground, showed lamentable want of military prudence.

4. That no effort was made to rally the escort and show a front to the enemy, whereby the possibility of aiding those who had failed to make good their retreat might have been ascertained.

Police Intelligence.

(Before C. V. O'neagh, Esq.)
Monday, August 25.

ASSAULT BY A SEAMAN.
Thomas McCormack, fireman of the British steamer *Guy Manning*, had come ashore yesterday with a chum, to buy a box; not being able to agree about the price, he threw the box down rather roughly, and, when spoken to about doing so, lifted a stool and struck the carpenter on the head with it. When P. C. Kala Singh came on the scene, complainant was calling out for a policeman; a crowd of Chinese were at that time pelting defendant with stones.

His Worship found the charge proved and ordered defendant to pay \$1 amends to the box-maker.

THEFT OF \$400.
Li Acheong, charged with stealing \$400, and remanded from the 11th inst., was brought up to-day. It was found that the complainant has left the Colony and does not wish to prosecute the prisoner. Prisoner admitted taking \$195, the property of his uncle and sent by him to his mother. \$90 of the money he spent, the remainder he pawned.

He was sentenced to three months' imprisonment with hard labor. The \$89 in pawn and \$14 found on prisoner when arrested, goes into the Police fund as unclaimed property.

DISURBANCES BY SEAMEN.

Henry Hobart, a German seaman of the British barque *Haseholme*, had come ashore yesterday and got a trifling tipy and began to rush at people and hit them. A constable arrested him and a Chinaman, and was marching them off to the station. As they were passing a barber's shop in East Street, Hobart rushed in and broke a stool and some crockery ware; and altogether was very violent on the way to the station. He offered to give the constable \$2 to let him go.

His Worship imposed a fine of \$2, in default of payment seven days' imprisonment, and ordered the prisoner to pay \$1 amends to the man he had assaulted and \$60 cents as damages to the barber for goods broken, in default of these latter to suffer five days' extra imprisonment.

Robert Donaldson, a seaman of the British steamer *Sardonyx*, after being carried about the Colony for three hours, in a licensed chair, refused to pay chair-hire, and was taken to the Police Station.

Inspector Corcoran who entered the charge said that the prisoner was under the influence of liquor when brought to the Station, and told him that he had offered the chair coolies thirty cents, which they refused, so he would not give them one cent.

Fined 50 cents and ordered to pay the coolies fifty cents, or go to gaol for three days.

A VIOLENT DISTURBER OF THE PEACE.

Chan A Yan, with some others not in custody, went into a brothel in Square Street and commenced creating a disturbance, pulling the locks off the doors, and using iron bars to break the panels, partitions, and crockery ware. A District Watchman was called to the spot and arrested prisoner; when he got him to the door the crowd attempted a rescue; he obtained assistance and took him to the Police Station. The man was fined \$5, and ordered in default of payment, fourteen days' hard labor, and to be exposed in the stocks for six hours at the scene of the offence; also to pay \$1 amends to the mistress of the brothel or in default of payment to suffer seven days' further imprisonment with hard labor; and to find security in \$25 to be of good behaviour for twelve months, or suffer one month's further imprisonment.

THEFT OF SHOES.

Lai Acheat, a hawker, for stealing a pair of shoes belonging to a fellow lodger, was sent to gaol for two months with hard labor.

EXTRAORDINARY CASE: HORRIBLE TREATMENT OF A REGGAR.

The master of the Chinese chairmaker's shop No. 24 Lyndhurst Terrace, and a man who is employed under him, were charged with an assault committed under the following circumstances:—

Chan Asu, a mendicant, had sat down to rest himself at the door of a chairmaker's shop in Lyndhurst Terrace yesterday about noon. The master of the shop and one of his assistants went out, and seizing the mendicant, dragged him into the shop, tied his hands behind his back with a thick rope, part of the rope being round his neck, so that, according to the evidence of Sergeant Toomey, had he pulled with his hands he must have strangled himself. After this they tied a rope on each of his large toes and suspended him, head downwards, about two feet from the ground from a beam across the ceiling, keeping him in that position for about two hours.

Police Sergeant Toomey and Perry were attracted to the spot by a large crowd being assembled round the door, and found the two defendants holding the mendicant up to the beam; they took them in charge.

The master of the shop said that he heard a cry of "thief" yesterday, and went to the door of his shop, when he found the complainant running off with two of his chairs; he caught him, took him into the shop, and, with the assistance of his shopman tied him up as had been described by the Police Sergeant; he had lately lost a lot of things and suspected complainant was the thief, and tied him up to make him confess. What had been done by his shopman was done by his orders.

First defendant was sentenced to two months' imprisonment with hard labor, and ordered to pay a fine of \$15 and \$5 amends to the complainant, or suffer four weeks' further imprisonment with hard labor. Second defendant was sent to prison for two months with hard labor.

(Before the Hon. C. B. Plunket)

LARCENY OF A JACKET.

Teo Kai Kun, charged with stealing a silk jacket, admitted the charge, and said he stole it because he was starving. He was sent to gaol for one month with hard labor.

ASSAULTING A CONSTABLE.
Leung Fuk Yung and Li Acheung, the latter an old offender, were charged with and convicted of assaulting a constable in the discharge of his duty.

The constable had been on duty and saw some men carrying a log of wood which he believed had been stolen; he went up and made enquiries. The two defendants knocked him down and kicked him. He was sent to hospital and is still suffering. His Worship sent the prisoners to gaol for six months with hard labor.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before the Hon. the Acting Puisne Judge, J. J. Francis, Esq.)
Monday, August 25.

TONG LONG HIN v. POON KA SHIN and OTHERS.—This was a claim on a promissory note given in March 1878. Mr. H. L. Dennis appeared for the plaintiff; Mr. Brereton for the defendant. It appears that a sum of money (\$496) was borrowed some time in March 1878, for which a promissory note was given. The loan was negotiated by one, Chun Chun Hang, a partner in the Kwong Shoo Loong shop, who has since left that shop, and is now in the employ of Mr. Bellifios. The promissory note was drawn by Chun Chun Hang in favor of Tong Long Hin at two months after date, and bore, under the chop of the Kwong Shoo Loong shop, the words "Tan Po," which were translated to mean that in case the principal failed to pay the security would take the debt on his own shoulders. The lender of the money understood at the time of lending, that, although the loan was negotiated by Chun Chun Hang, he was giving the loan to the Kwong Shoo Loong shop. Two days before the note became due, the lender said he went to the Kwong Shoo Loong shop, when the manager told him that his partner would require to go to Saigon to collect money and that the promissory note would be paid on his return, but it was not paid. Chun Chun Hang left the Kwong Shoo Loong shop; plaintiff has repeatedly asked Poon Ka Shin for payment and now raised the present action.

Mr. Brereton for his clients said that the money had been borrowed without their consent by Chun Chun Hang, who had used it for his own use, and that the chop of his clients' hand had been fraudulently affixed to the promissory note. He drew attention to the fact that the note had not been witnessed in writing by any one, as was the rule where large amounts are borrowed. At this stage of the proceedings his Lordship suggested that Chun Chun Hang be summoned, and adjourned the case for one week to admit of this being done.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

SIR,—Since reading the observations made in your issue of the 22nd, in reference to the medical attendance of H. M. 27th Regiment, I have found, by private conversation with those immediately concerned, that it is a subject upon which the men feel very strongly. It appears that the present arrangements are very unsatisfactory to the men, but I found they are very unwilling to complain for obvious reasons. Still, they consider that the Doctor should be more "get-at-able"—should, in fact, be compelled to live in the quarters provided for him. I need not say that I think there is reason in their desire.—Yours,

ANOTHER INTERESTED IN H. M. 27TH.

China.

SHANGHAI.

(News.)

We hear that the vexed question of the bulk *Cadiz* at Chinkiang has at last been decided in favour of the ship, and that she is to return to a berth near her original position. We do not presume to comprehend the deep reason for this reservation, which will entail considerable expense on her owners in the removal of her old moorings. The whole proceedings in the matter have been so arbitrary and so needlessly offensive, that we trust the British authorities have taken such steps as may for the future check the eccentricities of amateur conservators.

The degree of Doctor of Divinity has been conferred upon the Rev. J. M. W. Farnham, by Union College, his alma mater. We learn that the German three-masted schooner *Christian*, which left Newchwang on the 24th July for Foochow, put into Chefoo, having lost foremast and main and mizzen topmasts, and with her bulwarks stove in. One of her crew was washed overboard, and two others were severely injured by the falling spars. The *Carl Ludwig* (brig), also from Newchwang for Amoy, was towed into port by the German gun vessel *Wolf*, having failed to make Chefoo under jury masts. The *Von Werder* has been lost in the vicinity of the *Shun-lea* wreck. The *Wolf*, having on board Consul General Lusder, proceeded to the wreck and returned after an absence of two days, bringing the master and crew of the vessel. She also brought back Messrs. Buchanan and Black from the *Shun-lea*.

CHIEFOO.

On Friday, the 1st August, Chefoo was visited by one of the most violent storms, though fortunately of short duration, that has been experienced here for a long time. On Thursday, at midnight, the sky became overcast, with a southerly breeze blowing. About 1 a.m. heavy rain fell, and between 5 and 6 a.m. the wind changed to the North and blew with great fury. The rain continued to pour down, literally "in torrents," until nearly 11 a.m. By that time the gardens in the lower level of the Settlement, and some of the streets in the Chinese town, were from six inches to two feet under water. The force of the wind, assisted somewhat by the sodden state of the ground, tore down a great many trees, both great and small, in the Settlement and neighbourhood. The tide was an exceptionally high one, and did considerable damage to the jetties and boundary walls near the water's edge.

Some of the vessels in harbour dragged their anchors, and H.M.S. *Swinger* was in great danger of being driven on shore, but managed to escape without damage.

The German schooner *Christian* was brought in on the 10th, in tow of the German barque *Marie*, in totally disabled condition. She was bound to Tientsin from Foochow.

The German barque *Pon Wordo* went on shore off the Promontory during a dense fog on the 12th, and has become a total wreck. The German gun-vessel *Wolf* has just brought in another German vessel, with only a portion of her lower masts standing.—N. C. D. News.

Japan.

YOKOHAMA.

(Gazette.)

Of late we have received no further details about the negotiations which were to be carried on by the Imperial Chinese envoy, Chung Hui, in St. Petersburg, for the restitution of *Ilk* (Kulji) by Russia to China. About six months ago it was announced that Russia would give back *Ilk* upon conditions of compensation not yet made known. Chung Hui is still in St. Petersburg, and his claim remains unsettled. He has reinforced his three armies and menaces the Russian forces. Just at this moment an angry dispute arises between China and Japan, the possible issue of which seems to alarm the Japanese newspapers. Is there any connection between the Russian and Chinese dispute about *Ilk* and the Japanese and Chinese imbroglio about Loochoo? The coincidence of the events is worthy of note, and we are of opinion that it is not accidental.

The *Nichi Nichi Shinbun* says that an Englishman named Harrie, residing in Tsukiji, Tokio, has addressed a petition to the Governor of the Tokio Fu to be allowed to become a Japanese subject.

A letter received in Tokio by the Home Department reports that the Loochoo Islanders are in a state of disquietude. Also that one of the attendants of the late king, named Sakuma, and thirty others, have left their homes and gone no one knows where; but it is thought probable that they have gone to China.

The steady advance in the price of rice has attracted the attention of the Minister of Finance, H. E. Okuma, who proposes selling the rice stored in government godowns, so as to bring down the price within reach of the poorer classes of the people. With this object in view, 8,600 *koku*, from the storehouses at Asakusa, were put up for sale in Tokio to-day (11th); and about 30,000 *koku* will shortly be sold in various parts of the country.

The agrarian riots which have occurred at Niigata in consequence of the alteration in the land tax, high price of rice and quarantine regulations, have assumed a more serious aspect than we were at first led to suppose. Intelligence has been received in Tokio that the whole male population of the village of Tarui, numbering about six hundred, marched in a body on the town of Niigata on the 7th instant, committing numerous depredations by the way. On entering the town the rioters immediately made for the police stations, which they attacked. The police-defended themselves and their offices gallantly, but had to give way before the infuriated mob, but not before some thirty men altogether had been either killed or seriously wounded in the affray. In the meantime word was sent to the military station of Shibata, distant about five ri from Niigata, and a detachment of troops were immediately sent to quell the disturbance, but before they arrived the police had rallied and attacked the mob, whom they succeeded in dispersing. It appears that the principal object of the rioters in attacking Niigata was to prevent the exportation of rice by the merchants of that port, as they fear that that article will continue to rise in price, if its exportation is permitted, so that they will be unable to purchase it for home consumption, and their families will suffer in consequence.

Prince Sawa, son of Prince Arisugawa, who arrived in Hakodate in H. M. *Charlydis*, is expected to leave that port in the *Iron Duke* for Nicolaieff, on the 10th instant.

The U. S. S. *Monongahela* sails for the north on Wednesday next. Accounts from Niigata (Aug. 15th) are more favourable. The rioters have returned to their homes and the troops to Shibata.

COMPLAINTS AGAINST CAPTAINS.

Writing of the relations between ship-masters and their crews, especially when there has been, or when it is alleged, there has been, cruelty or some such offence against the law committed at sea by the Captain or his officers, the *Japan Gazette* calls attention to a recent case in which it had ventured to hint at the possibility of the charge brought against several of the crew of the *North America* having been prompted by a desire on the part of the master to close the mouths of those seamen. Our contemporary is now in possession of information from San Francisco which goes far to justify that supposition. James Arbinson, one of the seamen of that vessel, has made an affidavit at San Francisco to the effect that on 23rd December last, when the *North America* was off the Cape of Good Hope, Leon Vassar, while furling the mainsail, fell overboard. The ship was put about and twice passed within twenty feet of the unfortunate man, who could not be saved had a boat been lowered, as is customary in such cases. But this was not done. The Captain asked the seamen if they were satisfied that Vassar was drowned, when Arbinson and a companion replied "No," and told Captain Creelman that he could be rescued by putting a boat over, whereupon that commander seized Arbinson by the throat and threatened to knock off his head if he spoke another word of disapproval. Arbinson concludes his statement by saying that Vassar was a good swimmer, and kept nearly twenty minutes above the water, in the vicinity of the ship, waiting for help. Our contemporary has the following very sensible comments:—

"Of course there can be no doubt that it was the duty of Arbinson and the other seamen to report this circumstance at the first port in which an American Consul was to be found. We do not attempt to justify this neglect, but there are many reasons why seamen do not always charge their superiors with inhumanity at sea. The great anxiety with them is to get out of the ship at any cost, and many an inhuman act has been condoned by the master consenting to pay off those whom he fears will be likely to prosecute him. Once this is done he has no fear. The men immediately indulge in excesses and think no more of their hardships or ill-treatment, and those, if any, who are determined to see justice done, generally find themselves without a single credible witness. Before the case can be brought on perhaps the principal witnesses have taken another ship and are thousands of miles away, when wanted to appear in substantiation of the charge, and the one who institutes it is looked upon as

a person who has attempted, through spleen, to blast the reputation of a master or mate, because he was a strict disciplinarian or because he has visited some of his crew with punishment for incapacity or insubordination. We have known instances in which the men combined to save a master from just punishment for his culpable neglect, and many cases could be cited in which, were the facts brought plainly forward, life imprisonment if not capital punishment, would be the sentence. Of all nationalities using the sea as a commercial highway none is more severe in the treatment of seamen than the United States, and yet there is not one whose laws would appear to give greater security to men 'before the mast.' Of course there are many exceptions to the rule, but it is a notorious fact that many men will not ship in an American merchantman if they can avoid it; but the 'Shiloh Browns' and boarding-masters generally of American ports have a way of their own for supplying a ship with seamen, even against the expressed wish of the latter. Very few American masters ship their men by the discharge show them. They prefer to select more slowly, with a sprinkling of thorough seamen, and these again are as diversified in the matter of nationality as they will can be. In this crew there will surely be no unanimity—everybody for himself—the feeling that pervades the 'oreastle, and the officers out do just as they please without the slightest danger of combined resistance, and with very little risk of being called to account in port. In any case it is a most difficult thing to prove cruelty at sea, except where the same has been systematically persisted in against some particular person or persons, and even then it is strange indeed if some aggravating circumstance cannot be trumped up against him for the purpose of destroying his credibility and that of those who side with him. The present instance, if true, is an example of the heartlessness of which some men can be guilty, but it is by no means an uncommon one, as every old tar can tell. America has no Plimsoll, willing to wreck health and fortune in the cause of sailors, and it therefore behoves every American who is in any way connected with the shipping of his country, to do all in his power to render justice to the unfortunate men 'before the mast.'"

COMMERCIAL.

August 25.
A very fair business has been done in both kinds of Bengal Drug since last report. The rates, however, have not been influenced thereby, though for Benares it has improved at the close, as the shipments coast-wise have been large. As supplies for next month are not expected before the 6th prox., and the intervention of the Bengalees' new year holidays is likely to delay the departure of the steamers with the tenth sale's drug from the another end, the ruling of the rates is not likely to be much affected at present since the exchange keeps low. The present rates are \$532½ to \$537½ for Patna, and \$505 to \$510 for Benares.

No fresh receipts have to be added to that last noted, 3,684 chests, against 3,312 chests to the corresponding date last year. During the interval some 1,100 chests have been taken by the local consumers, against 650 chests at the corresponding period last year. This, with the exportations, leaves the available supply computed at 1,550 chests, against 2,700 chests same time last year. Of this last quantity 600 chests were Benares, of which kind the present stock comprises 450 chests.

Quotations.

HONGKONG, August 25, 1879.
OPIUM.—New Patna, cash... \$40
" Old " cash... 50
" New Benares, cash, 510
" Old " cash... 510
" New Malwa, credit, 740
" Allowance Teals, —
" Old Malwa, credit, 750
" Allowance Teals, —

Exchange.

Bank, Wire... 3/4
" Demand... 3/8
" 30 days' sight... 3/8
" 4 months' sight... 8/8
Credits, 4 " 3/8
Documentary, 4 months' sight, 3/8
India, Wire... 221
" demand... 222
Shanghai, demand... 724
" 80 days' sight... 734
Gold Leaf, 99½ fine... 27/40
Sovereigns... 5/36

Shares.

Hongkong Bank, 55 % prem.
Union Ins. Society of Canton, \$1,300
China Traders' Ins. Co., \$1,400
North China Ins. Co., \$1,250
Yangtze Ins. Assoc., \$1,710
Chinese Insurance Co., \$285
H.K. Fire Ins. Co., \$775
China Fire Ins. Co., \$190
H.K. & W. Dock Co., 14 % prem.
H.K. O. & M. S.-boat Co., \$3 prem.
Shanghai Steam Navigation, \$11
China Coast St. Nav. Co., \$13 3/4
Hongkong Gas Co., \$70
Hongkong Hotel Co., \$65
China Sugar Refining Co., \$180
Chinese Imperial Loan of 1874, nominal
Do. of 1877, do.

Temperature.

(Taken at Messrs Falconer & Co's Premises, Queen's Road.)

HONGKONG, August 25, 1879.
BAROMETER—9 a.m. ... 29.864
Do. 1 p.m. ... 29.786
Do. 4 p.m. ... 29.740
THERMOMETER—9 a.m. ... 87
Do. 1 p.m. ... 85½
Do. 4 p.m. ... 89
Do. (Wet bulb) 9 a.m. 83
Do. Do. 1 p.m. 83
Do. Do. 4 p.m. 85½
Do. Maximum ... 89
Do. Minimum over night 82

Shipping Intelligence.

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Oxfordshire. Glencoe.
Scindia.
Sailing Vessels.
Langland. Belled Will.
Sarah Scott.
At Liverpool.
Nestor (s). Diomed (s).
At Hamburg.
Anorita. Papa.
Carmelita & Ida.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C, in conjunction with the figures denoting the sections.

Section.	Section.
1. From Green Island to the Gas Works.	5. From P. and O. Co.'s Office to Peddar's Wharf.
2. From Gas Works to the Novelty Iron Works.	6. From Peddar's Wharf to the Naval Yard.
3. From Novelty Iron Works to the Harbour Master's Office.	7. From Naval Yard to the Pier.
4. From Harbour Master's to the P. and O. Co.'s Office.	8. From Pier to East Point.

Vessel's Name.	Agency.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	2 h	Stewart	Brit. str.	780	Aug. 18	P. & O. S. N. Co.	Bombay	
Bolglo	5 k	Meyer	Brit. str.	1716	Aug. 14	O. & O. S. S. Co.	Y'ama & San F'disco	11th prox.
Bokhara	5 c	Anderson	Brit. str.	1775	Aug. 26	P. & O. S. N. Co.	Europe, &c.	To-morrow
Bombay	2 h		Brit. str.	749	Feb.	12 Kwok Achong		
Churruca	5 c	Abaroa	Span. str.	378	Aug. 23	Remedios & Co.	Manila	
Craiglands	7 c	Smith	Brit. str.	709	Aug. 22	Russell & Co.	Saigon	27th inst.
Dale	3 h	Thompson	Brit. str.	690	Aug. 14	Yuen Fat Hong	Bangkok	
Fame	6 b	Stapani	Brit. str.	117	Aug.	H. K. & W'pca Dock Co.	.....	Tug Flying
Glaucaus	5 c	Johnson	Brit. str.	1647	Aug. 23	Butterfield & Swire	London, &c.	To-day
Guy Mannering	3 c	Mann	Brit. str.	2114	Aug. 22	Gibb, Livingston & Co.	Shanghai, &c.	27th, daylt
Indus	2 b	Shallard	Brit. str.	2189	Aug. 23	P. & O. S. N. Co.	Shanghai	To-day
Klungchow	2 h	Goggin	Brit. str.	365	May 27	Kwok Achong		
Malacca	5 c	Smith	Brit. str.	1709	Aug. 26	P. & O. S. N. Co.	Yokohama	at daylight
Namoa	5 h	Westoby	Brit. str.	862	Aug. 24	Douglas Lapraik & Co.	Coast Ports	28th inst.
Norden	4 c	Boysen	Dan. str.	778	Aug. 28	Siemssen & Co.		
Norma	3 k	Love	Brit. str.	606	May 31	Kwok Achong		
Olaf	5 b	Andresen	Dan. str.	976	Aug. 24	Siemssen & Co.	Australian Ports	30th inst.
Salvadora	5 c	Larringa	Span. str.	615	Aug. 23	Remedios & Co.	Manila	To-day
Sarpedon	5 c	Rea	Brit. str.	1691	Aug. 23	Butter, Jd & Swire	Shanghai	To-day
Sea Gull	8 k	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Thales	4 c	Peters	Brit. str.	820	Aug. 20	Jardine, Matheson & Co.	Saigon	
Yangtze	4 c	Schultz	Brit. str.	782	Aug. 20	Siemssen & Co.	Saigon	
Zamboanga	4 c	Aranguren	Span. str.	651	Aug. 24	Remedios & Co.		
Zephyr	4 k	Heuer	Brit. str.	.....	.....	Russell & Co.		
Sailing Vessels								
Adam H. Simpson	7 h	Call, Jr.	Amer. sh.	1524	Aug. 4	Borneo Co., Limited		
Advance	2 c	Spencer	Siam. bqs.	336	Aug. 9	Chinese		
Adelaide Norris	8 c	Woodward	Amer. bqs.	719	Aug. 11	Vogel & Co.	New York	
Agnes Muir	4 k	Lowe	Brit. sh.	851	July 26	Meyer & Co.		
Ann Adamson	4 k	Robertson	Brit. bqs.	464	June 26	Kwong Him Woo		
Antioch	7 c	Weeks	Amer. bqs.	646	Aug. 7	Vogel & Co.	San Francisco	
Candace	3 k	Candler	Brit. 3m.s.	263	July 5	Chinese		
Chocola	4 k	Kennett	Brit. bqs.	284	July 21	Adamson, Bell & Co.		For Sale
Ebenzer	7 c	Miller	Brit. 3m.s.	319	Aug. 24	Captain		
Edward Barrow	4 c	Rich	Brit. bqs.	958	June 26	Vogel & Co.	Hamburg	
Excelsior	8 c	Eddy	Amer. bqs.	595	Aug. 24	Jardine, Matheson & Co.		
Faugh Balough	4 k	Küte	Ger. bqs.	240	Aug. 24	Carlowitz & Co.		
Floral Star	4 c	Davidson	Brit. 3m.s.	244	July 30	Adamson, Bell & Co.	Touron	
Fred. P. Litchfield	4 k	Spalding	Amer. bqs.	1083	July 11	Russell & Co.	New York	
Friedrich Perthes	4 k	Walter	Ger. bqs.	446	Aug. 24	Siemssen & Co.		
Gylding	3 k	Winther	Dan. bg.	240	Aug. 5	Siemssen & Co.	Cape Town	
Hazel Holme	4 c	Millican	Brit. bqs.	405	Aug. 7	Vogel & Co.	Quinhon	Cleared
Hermann	3 k	Schmidt	Ger. bqs.	444	Aug. 7	Wieler & Co.	Foochow and Cape	Sands' S
Hermine	1 k	Meyer	Ger. bqs.	350	Aug. 24	Eduard Schellhaas & Co.	Tientsin	
Highlander	4 k	Hutchinson	Amer. sh.	1352	June 19	Vogel & Co.		
J. A. Borland	8 c	Kent	Amer. bqs.	670	July 26	Vogel & Co.	New York	
Jessie McDonald	7 c	Stott	Brit. 3m.s.	275	Aug. 24	Arnhold, Karberg & Co.		
Jules Dufauze	4 k	Willgen	Brit. bqs.	434	Aug. 20	Tan Keng Ho		
Kalaja	4 c	Roos	Russ. bqs.	690	Aug. 18	Vogel & Co.	London	
Kvik	5 k	Larsen	Norw. bqs.	417	Aug. 24	Siemssen & Co.		
Monte Rosa	7 c	Carter	Amer. sh.	1313	June 16	Vogel & Co.	New York	
Prosperity	2 c	Hoff	Siam. bqs.	476	Aug. 12	Chinese		
Queen of India	4 c	Oary	Brit. bqs.	390	Aug. 18	Wieler & Co.	Newchwang	

Men-of-war in Hongkong Harbour.

<i>Vessel's Name.</i>	<i>Anchorage.</i>	<i>Flag.</i>	<i>Class.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>
An-lan	6 h	Chinese	gunboat	221	8	70	Aug. 23	J. Godall
Egeria	6 o	British	steam sloop	794	4	120	Aug. 14	A. L. Douglas
Li Tai	7 h	Annamese	man-of-war	2080	...	.....	June 10	Yuen
Mecanee	6 k	British	military hospital	2591	.....	.....	.....	.....
Sheldrake	5 k	British	gunboat	455	4	60	July 18	Lt.-Com. M. L. Bridge
Jar. SL	Chinese	gunboat	180	5	60	June 23	J. H. Wade	
Vencedora	K. D.	Spanish	man-of-war	.....	.....	.....	Aug. 5	Francisco Alaraz
Victor Emanuel	6 h	British	Commodore's flag-ship	3087	20	.....	.....	Commodore Smith

HONGKONG, MACAO AND CANTON RIVER
STEAMERS.

<i>Name.</i>	<i>Tons.</i>	<i>Captain.</i>	<i>Owners.</i>
Iohang	700	Ogston	Butterfield and Swire
Kin Shan	457	Cary	H., C. & M. S.-boat Co
Kiu Klang	617	Benning, A.	H., C. & M. S.-boat Co
Powan	1890	Hayland	H., C. & M. S.-boat Co
Sir J. Jeejeebhoy	184	.....	Kwok Acheong
Spark	140	Lefavour	H., C. & M. S.-boat Co
Tung Tung	314	Degen	C. M. S. N. Co.
White Cloud	280	.....	H., C. & M. S.-boat Co
Yotal	180	Browne	Kwok Acheong

CHINESE GUN-VESSELS IN CANTON
WATERS. &c.

<i>Name.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Commander</i>
An-lan	221	7	70	J. Goddall
Cheu-jui	80	3	20	A. Walker
Chen-to	221	7	70	Stewart
Ching-on	120	2	40	Chinese Adm.
Ching-po	180	6	60	.....
Chun-tung	150	2	40	Chun Pi Hu
Li-she	80	4	20	Read
Peng-chou-hai	600	4	120	C. H. Pa'me
Quang-on	120	4	40	Li Ping Tye
Shen-chi	180	5	60	J. H. Wade
Sul-tsing	160	4	60	J. B. Murray
Tohing-taing	180	6	60	Beard
Tsing-po	100	8	40	Ching

FOCCHOW SHIPPING IN PORT.

Aug. 16. 1879.

MERCHANT STEAMER.
Hae An for Shanghai
*Kwangtung for Hongkong

MERCHANT SAILING VESSELS.
Oella for Melbourne
Irazu British barque
Lady Louisa for London
Maid of Judah for Sydney
R. M. Hayward for Tientsin
Taiwan for Cape Town

MERCHANT STEAMERS.

Hao-san	Chinese
Hankow	British
Barter	for New York
Kiang-ching	Chinese
Kiang-foo	Chinese
Kiang-piau	Chinese
Kiang-tung	Chinese
Kiang-wae	Chinese
Killarney	British
Kung Wo	British
Lo-tsun	Chinese
Nagoya Maru	Japanese
*Ningpo	British
Paokong	British
Petho	French
Shanghai	British
Talyew	Chinese
Ulysses	British
Vicetory	British
W. O. de Vries	British
Yeh-ahn	Chinese

SAILING VESSELS.

Callar Ou	British ship
Christain	German schooner
Endymion	British ship
Foochow	Finnish barque
Halloween	for London
Hedvig	British barque
Hieronimus	British brig
Mary	British schooner
Omba	British ship
Oscar Vidal	British barque
Pelham	British brig
Sine	German barque
Snowdon	British barque
Ta-lee	German barque
Veteran	French barque
Windhover	for London
Zoroya	British barque

MAN-OF-WAR.

Albion	British steam
Kua Hsing	Chinese cruiser
Lily	H. M. gunboat
Modesta	H. M. corvette
Monoacy	U. S. corvette
Morge	Russian gunboat
Palos	U. S. gunboat
Sobol	Russian gunboat

* Since left port, or arrived at Hongkong.

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HOUSE No. 7, PEDDAR'S HILL.
DAVID SASSOON, SONS & Co.
Hongkong, April 20, 1878.

MEYER & Co., Agents.
Hongkong, June 2, 1872. 21080

MELCHERS & Co

Agents, Royal Insurance Company
Hongkong, October 27, 1874.